

HONOR BESTOWED ON ROCKENBACH

Oglethorpe Soldier and Local Social Favorite Promoted to Brigadier-General.

It has been learned from semi-official sources that Col. Samuel D. Rockenbach, who is supposed to be attached to the light artillery "somewhere in France," has been promoted to the grade of brigadier-general. He left the states nine months ago with the rank of lieutenant-colonel of cavalry, to which rank he was promoted in May, 1912, and this is his second promotion.

For more than ten years Gen. Rockenbach had been popular in social and club circles in this city, and has called Fort Oglethorpe his home since the arrival there of the Seventh cavalry in 1902. In 1903 and 1904 he was engaged in construction of barracks at the fort. He is the son-in-law of Brig.-Gen. Theodore A. Baldwin, retired, who was in command of the Seventh when it came here from Cuba. He came to Fort Oglethorpe with the Twelfth cavalry in 1905, having been transferred to that regiment from the Tenth when commissioned a captain in 1901.

Gen. Rockenbach was born in Virginia less than fifty years ago, although he was appointed to the army from Missouri.

Mrs. Rockenbach, who is now at Fort Oglethorpe, has just been apprised of her husband's promotion.

DO YOU WORK INDOORS
Then you need a winter tonic to keep up your blood-strength and nerve-force. For nearly fifty years physicians have prescribed

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because it is a true food and an active tonic, easily digested and free from alcohol. If you are run down, if night finds you tired and sleep is not refreshing, by all means get Scott's Emulsion today. You need it.

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THEY WENT, THEY SAW AND WERE CONVINCED OF ITS GREATNESS

Just a Glimpse of the Gigantic Enterprises at Florence and Sheffield and What They Mean to Chattanooga When All Plans Are Completed.

(By Staff Correspondence.)

Florence, Ala., March 12.—"What's that?" asked a visiting member of the Chattanooga delegation of a Florentine at 9 o'clock Tuesday night, when he heard severe reports like cannonading.

"That," replied the Florentine, "is the sweetest noise Florence ever heard. That is the report of blasting for the foundation of plant No. 2 of the government's great system of nitrate from air plants, now under course of construction. And this answer expressed fully the sentiment of every resident of Florence, one of Alabama's oldest, and of Sheffield, one of her youngest cities.

The magnitude of this government enterprise and the material benefit it portends to the twin cities is indescribable in the simple word of great. There needs must be a more explicit word. In fact it is hard to tell its extent in mere words—it must be seen in detail to be fully appreciated.

Chattanooga, which Florence and Sheffield seem proud to call their elder brother, is going to share a proportionate part in the benefit of this great enterprise, and that explains the reason for the visit Tuesday of seventy-five of her leading business men and manufacturers.

The delegation, as has been stated, came down here to see and learn from first-hand what this great industrial enterprise, the fame of which, has gone abroad, really means.

They came, they saw, but it is not necessary to say they conquered, or were conquered.

They were just convinced in their previous opinion that the enterprise is really greater than their fondest dreams had ever fashioned.

The story of the incipency of this most wonderful plant, and what it told during the day and still its greatness can hardly be realized.

As has been stated in these columns the delegation landed in Sheffield in the early hours of Tuesday morning. The gates of the great industrial enterprise were thrown open wide and the visitors were welcomed by committees of both cities, each vying with the other in their extravagance of cordiality.

Plant No. 1.
The first thing on Tuesday's program, prearranged for the visitors, was a visit to plant No. 1, located in West Sheffield. Here work has progressed to a sufficient extent to indicate to some extent the magnitude of this first unit of the air nitrate system. Standing near the main building, which constitutes the unit, Capt. Hemphill, representative of the government, explained to the visitors in detail the plans and the technical process of the plant.

He said that this plant would be in operation by June 1, turning out ammonia from which, under the Huber process, nitrate for military use, is extracted. His talk was largely technical.

Before starting on this trip, however, the delegation was the guest of Sheffield's chamber of commerce at breakfast, at the Sheffield hotel.

Plant No. 2.
From plant No. 1 the long line of automobiles of the visiting delegation was headed for plant No. 2, also a cyanamid factory, located in South Florence.

Here the actual work on the plant shows its immensity, but thousands of workmen were engaged in excavating for the foundation of the main building and subsidiary buildings. The lines of the foundation showed that the building is to be several thousand feet in length and a thousand or more wide.

Then, here, too, was seen extensive excavations, railroads, and other work necessary for one of the large electrical power plants embraced in the great system.

Another City.
The chief point of interest in connection to plant No. 2, however, was the little city which has been built to accommodate the thousands of workmen necessary to build this plant. The city is really a counterpart of one of the many large cantonments located in Chickamauga park. The buildings are upon the same plans as the barracks of the cantonments, each being built to accommodate a company of fifty workmen.

The grounds are laid off in units just as are those of the regular military cantonments.

There are offices, postoffice, timekeepers' offices, commissaries, police station, mess halls, picture shows, recreation rooms, hospitals and other buildings generally found in military cantonments.

The place is patrolled by a regular force of military police and everything is now under military rules. This cantonment at present has accommodations for 7,500 workmen, but is soon to be doubled.

Near this cantonment is another series of buildings, or, to be more exact,

Boat Ride.
From Florence the party again resumed its tour of inspection, driving in automobiles to Kingsport, to see the Muscle Shoals railroad, one of the few originally government-owned railroads in the United States, located on the Muscle Shoals canal. Here the party took the two passenger trains which operate on this little road of twenty-three miles and was thus given the opportunity of seeing the canal with its system of locks, as well as the famous Muscle Shoals dam, the full length of the canal.

Returning from this trip the little train took the delegation to the lower end of the canal, where the United States steamer Lookout was moored. In this trip down the beautiful Tennessee they had the opportunity to view the site of dam No. 2, the construction of which has recently been authorized.

Covers Four Square Miles.
The area covered by the temporary and permanent buildings already constructed or under construction will be about four square miles. Every foot of this territory is guarded by civilian police employed by the Air Nitrates corporation. It is an efficient force, made up of men who have had much experience in work of this kind. The congregation of thousands of workmen and the expenditure of millions of money could not be accomplished without attractive and undesirable citizens. These immediately have been apprehended and removed from the property and the place is made quite unattractive to them.

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Guests at Luncheon.
From here the Chattanooga delegation was conducted to Florence where the most notable guests of the Florence chamber of commerce for a splendid lunch.

The first thing undertaken by the contracting companies for the great work was the recruiting of labor. This task was a work of many difficulties, but the average obtained of skilled and unskilled workmen in good. More than 300 of the 4,000 carpenters, mechanics, bosses and laborers at work at Muscle Shoals are Hoosiers, fresh from Indiana. Others come from Minnesota, Michigan and all of the states of the west. They are efficient and American. The cold weather which prevailed in January did not stop them from making them as they are accustomed to it. Alabama men and Alabama mules are employed in large numbers; in fact, the greater portion of the labor came from the southern states.

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One of the first things done in the way of building quarters for labor was the construction of bunkhouses where negro laborers are made comfortable. Caravans of small huts were built for the negroes who brought their families. Each of these contains two rooms and they are separated from the other negro settlement and from the white people. Another part of the dwelling section has been reserved for white men who have brought their wives and families to the work. This is called "married quarters."

During the luncheon, as stated in a special to Tuesday's News, Col. J. W. Worthington, the man to whom the greatest credit for the great government enterprise is due, made a speech in which he outlined the great work leading up to a consummation of the great project. He gave due credit to Chattanooga for the part she played and the assistance she lent in the achievement.

He called attention, however, to the fact that the great idea had not been carried to its full extent.

The work, he said, cannot nor must not be stopped until a complete system of locks and locks will give year-round navigation to the Tennessee river.

He said the Tennessee River Improvement association, in which Chattanooga was long, has been carrying this work to an ultimate consummation.

He incidentally stated that the late John A. Patten, of Chattanooga, had contributed the first \$1,000 toward the improvement of the river system of locks and dams. He said personally he would rather be a worker in the ranks of this association than be a member of congress, as might have been said by some of his friends in the twin cities who have been quietly putting on foot.

Col. Worthington suggested that a meeting of the Tennessee River Improvement association be held soon to continue its campaign for improvement of the Tennessee river.

Paul J. Kruesel, of Chattanooga, was called upon and made a few remarks. He took occasion to say that if this congressionally authorized work of the Tennessee river, it would be the best day's work it had ever achieved and would assure the success of a complete system of locks and dams in the Tennessee river, and that was that Chattanooga's delegation was not here on a boosting trip, but came here to see the work of the Tennessee river, and to tell Florence and Sheffield that they stood ready to lend assistance in the further development of the Tennessee river.

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SHE CAN "CRAWL" THROUGH LATIN

Sanitary methods employed at the temporary camp are those in force with an army in the field and the sanitary regulations are enforced by the corporation's police force. All waste most refuse is destroyed by fire with the use of straw and crude oil. Measures have been taken to prevent disease. Places where flies might breed have been cleaned up. Mosquito hatcheries are treated with oil. Mess halls and bunkhouses will be screened, and when required, prophylaxis will be employed to prevent the spread of contagious diseases. Every man on the job is examined and vaccinated. In the enforcement of wise and necessary sanitary measures the city of Florence and other civil authorities have shown a fine spirit of co-operation.

Auto Vehicles Important Factor.
To have made the progress that has been achieved in the building of the plant would have been almost impossible except for the use of the motor trucks and other mechanical road transportation. The big trucks are seen everywhere. Whole fleets of them are used in conveying chest from the hillsides and slag to spread on the roads they are to use, or hauling lumber from the network of railroad tracks that run through the reservation. They haul employees and from the work and meet all trains to convey workmen from the depots to employment headquarters. Next to the human activity that of the auto truck and the automobile is the most striking feature of the work in progress at Muscle Shoals.

Public Reception.
The day's program closed with a reception at the Elks' club in Florence, which was attended by many business men and ladies.

Speeches were made by W. H. Mitchell, president of the chamber of commerce, C. W. Ashcraft, president of the Muscle Shoals Chamber of Commerce, Sam Frierson, of Florence; Arthur Bell, of the Chattanooga Junior Chamber of Commerce, and Prof. Willis Waldo.

River Navigation.
Prof. Waldo is the man who prepared the brief for the war department, in which he outlined the great advantage of the Muscle Shoals for the great air hydrate plants and which is said to have largely influenced the government to authorize the work now being done in this section.

In the course of his speech Prof. Waldo spoke principally of navigation in which the river is of great advantage. He said that the work being done and contemplated in this section would be, not only to the state, but the entire south. He said the value of navigation in the future is in no way to be measured by past performance.

"We are entering upon a new era in the art of navigation on our inland streams. It is an era of steel tow-boats and specially constructed freight barges, with special reference to practical and economical handling of freight. The freight boats now in use are not designed for that purpose and with particular reference to handling, the day of transferring freight from boats to the banks by negroes who struggle with loads up slippery wharves is passed. The new municipalities which are located on the navigable streams in the Mississippi valley are founding modern transfer systems, which eliminate hand handling of freight. Mechanical equipment for transfer of all classes of cargo is the order of the day, and the value of modern equipment and transportation companies operated on the same basis will bring about results which in no way can be measured by the river traffic of the past," he said.

"The Tennessee river, with its wonderful, valuable deposits of coal and minerals, and its superb virgin forests, affords to bring this section to the front as the most important industrial section, and when this boon of cheap transportation, with a supply of economical electrical power second alone to that of Niagara Falls, combined with the wealth of resources which are unequalled in a smaller area of the United States, we will have a combination of advantages the like of which is not found elsewhere in our country."

Cyanamid Plants.
Both plants are located on the south side of the Tennessee river. No. 1 in West Sheffield and No. 2 at the new postoffice, Muscle Shoals, on the government reservation adjoining the townsite of Sheffield. No. 1 covers 1,700 acres, purchased by the government.

The plants will manufacture nitrates for explosives under what is called the synthetic or modified Haber process. This is the first plant of this size ever built in the United States, of this process ever built this side of the Atlantic ocean.

This process has never been used outside of Germany.

The amount to be expended on these plants is between \$5,000,000 and \$6,000,000, and the products will be in the form of ammonia, nitric acid and ammonium nitrate.

As stated this plant is being built under government contracts with the J. G. White Engineering corporation, and the apparatus for manufacturing the products is being installed under the direction of the technical experts of the General Chemical company, which owns the modified Haber process and which the company has donated to the government for military purposes.

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SHE CAN "CRAWL" THROUGH LATIN



How will she solve problems in differential calculus by the trigonometric stroke? Miss Ruth Stacker, swimming champion of Honolulu, has come to the United States to break the treacherous sea of Greek and mathematics at the University of California. A girl who can smile in the face of such a prospect can do anything. We'll have to wait and see if she can swim when Ruth gets through with 'em. Incidentally she plans to swim the Golden Gate some nice, warm day.

larger of the dams to be built on the Tennessee river.

This dam will be located one-half mile east of the government reservation for nitrate plant No. 2. It will be 4,800 feet long and 104 feet high and will contain, with the powerhouse, 1,150,000 cubic yards of concrete.

The ultimate power installed at the dam at present will be 480,000 horsepower. The monster powerhouse will be 850 feet long.

The area of the reservoir which this dam will form is 9,000 acres. This dam will not be complete until dam No. 3, sixteen miles upstream, is built. Dam No. 3 will be the longest dam in the world, exceeding the great Aswan dam on the upper Nile. Its length will be 6,420 feet, nearly a mile and a quarter, and will be forty feet high, requiring nearly a half million cubic yards of concrete in building. It will form a reservoir of 2,500 acres. It will furnish 180,000 horsepower, making a total of power for operating purposes 660,000 horsepower.

Muscle Shoals.
The building of these dams will eliminate Muscle Shoals and deeply submerge the present inadequate Muscle Shoals canal and its many locks, besides the twenty-two miles of railroad which runs the full length of the canal.

The elimination of Muscle Shoals will make practical, rapid, all-the-year-round navigation of the Tennessee river to Chattanooga and above, giving a depth of full twenty-four feet.

Returning Home.
The Chattanooga delegation left at midnight Tuesday on their return home and every member was deeply impressed with the bigness of the enterprise under way and pleased with the hospitality extended by the people of Sheffield and Florence.

INCIDENT OF COUNTRY DOCTOR'S PATRIOTISM
Gave Two Sons to War and Sold Land at Sacrifice—Some Personal Notes of Trip.

The Chattanooga delegation of business men and manufacturers who went to Sheffield and Florence Monday night and spent the day inspecting the gigantic government enterprise being built for the manufacture of nitrates from air returned Wednesday morning. They report a delightful day in the twin cities.

They were dined and given a real southern welcome by the business men of both cities and they came back imbued not only with the greatness of the enterprise they went to see, but impressed with the open cordiality shown them by the people.

Tuesday was a strenuous day and the delegation was on the go from morning till late at night.

They had a chance to test all kinds of transportation, from walking, automobile riding, regular railroad train riding, interurban electric street cars, a dinkey railroad and finally a steamboat.

An incident of true patriotism was related to a visitor by one of Sheffield's leading business men. Dr. J. M. Shaw owned a large farm on the river, which was required for the construction of the dam, and when approached by those who had actual charge of securing the necessary land and asked if he would sell his farm the doctor replied "yes."

"But," replied the agent of Uncle Sam, "the government wants this land to help win the war."

"In that event," said the doctor, "I have two boys in the army and the government can have my land for just half of what I have been offered, or \$75 per acre," and it was bought for that price.

One of the most prominent figures connected with the great nitrate enterprise in the twin cities is J. W. Young, the man on the job for the government. He is about the business man around the works, but he wasn't too busy to lend some of his time to the Chattanooga delegation and was especially accommodating in conducting the visitors over plant No. 2 and explaining everything to them.

C. E. Buck was one of the speakers at the reception at the Elks' home and was one of the most interested visitors in the party. He was especially interested in the building of the village